GOVERNMENT OF INDIA
URBAN DEVELOPMENT
LOK SABHA

STARRED QUESTION NO:127
ANSWERED ON:09.08.2011
URBAN TRANSPORT SYSTEM
Kataria Shri Lal Chand

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the rise in urbanization is straining available infrastructure and accentuating a number of problems including urban transportation;

(b) if so, the reaction of the Government thereto;

(c) whether the National Urban Transport Policy envisages specific measures to tackle the problem;

(d) If so, the details thereof;

(e) whether the Government is also contemplating to adopt public-private partnership mode for improving the urban transport system; and

(f) if so, the details thereof?

Answer

THE MINISTER OF URBAN DEVELOPMENT(SHRI KAMAL NATH)

(a) to (f): A Statement is laid on the Table of the Sabha.
STATEMENT REFERRED TO IN REPLY TO PART (a) TO (f) OF THE LOK SABHA STARRED QUESTION NO. 127 FOR 9.8.2011 REGARDING URBAN TRANSPORT SYSTEM

(a): Yes, Madam.

(b) to (d): Urban Development is a State subject. Urban Transport does not exist as a separate subject in the constitution, but it is actually intertwined with urban development. Therefore, primary responsibility of urban development including urban transport lies with the State Government/ Urban Local Bodies. However looking into the fact that urban transport touches lives of so many citizens, Government of India has been taking various steps to facilitate State Governments to mitigate problems associated with urban transport. Government of India has formulated National Urban Transport Policy(NUTP) which focuses on movement of people instead of movement of vehicles. The solution for urban transport challenges lies in implementation of the NUTP by the State Governments and Urban Local Bodies in letter and spirit. The National Urban Transport Policy envisages prioritization of investment in public transport, pedestrianisation and non motorized transport, land use and transport integration, Intelligent Transport Systems, transport demand management, etc.

(e) & (f): NUTP envisages to encourage State Governments to involve private sector in providing public transport services. The policy (NUTP) also envisages the central Govt.'s capital support in form of viability gap funding subject to ceiling of 20% of the capital cost of the project.